

THE Steadfast SHOE

HAND LASTED SILK FITTED

A Shoe for Gentlemen

Prices \$5.00, \$6.00 and Up

IS THE SHOE THAT MAKES THE BRANDWORTH CALLING POSE.

Made by SMITH-BRISCOE SHOE CO. (INC.) LYNCHBURG, VA.

The selection of shoes is a matter of your comfort for months to come. If you fail to investigate the qualities of the STEADFAST SHOE, you are the loser. You should at least try a pair in justice to yourself. They have legitimate claims to being the BEST and the word has a meaning when used in their connection. Carried in all the latest styles and leathers by

For Sale by **F. W. Dabney & Co., 301 EAST BROAD ST.**

be satisfied with the present revenues from the property. To make said revenues greater they will need have to build something big on the ground they have acquired. That something big may be a Broad Street skyscraper that will overtop anything now on Main Street, or likely to go up there for several years to come. Why not? Broad Street is pre-eminently a good place for an immense office and store building on the skyscraper order, and if such a thing goes up at this particular location, wouldn't it make the north side of Broad hump? That side of the "great white way" would then no longer be called "the wrong side" of Broad, for it would pre-eminently be the "right side," that is, going west anyway.

Yes, indeed Richmond is going to be the skyscraper town of the South, and while it now looks as if Main Street is to be the center of the skyscraper, it may be that Broad, and even Grace and Franklin, between, say, Seventh and Ninth Streets, may catch the soaring fever. No one can tell what a year may bring forth.

TOBACCO SHOW FOR BIG RICHMOND

Southern Tobacconists Want the Exposition to Be Pulled Off in This City.

Editor Webb, of the Southern Tobacco Journal, of Winston-Salem, is dead in earnest about that great tobacco exposition about which extensive mention was made in the Industrial section recently. He copies in his journal the entire article from this section and comments on it at some length, saying:

"Our suggestion that a big international tobacco exposition be pulled off at some Southern tobacco center, is creating considerable talk. As yet we have heard of no opposition to the idea, but to the contrary tobacco men everywhere are endorsing the proposed enterprise. Elsewhere in this issue appears an article written by Frank Woodson, Industrial Editor of the Richmond Times-Dispatch. Mr. Woodson says Richmond is the place for holding the show, and he says in his article that Richmond tobacconists are enthusiastic over the proposition."

Continuing, Editor Webb says: "We are entirely unselfish in suggesting Richmond as being the best place for the exposition. We would naturally prefer Winston-Salem, our home city, and as we claim to be the most important tobacco center in the United States, and for other reasons, it might appear to some that the fair should be held here. Durham would doubtless present strong claims, and crossing over into Virginia, Danville would be a strong candidate."

"But in holding a tobacco exposition such as we propose it would be necessary to go to a place where necessary buildings could be secured, and where the great number of people could be found to patronize the show. Richmond is a city of more than a hundred thousand, with other large places within calling distance. Tobacco is a part of the history of the good old city, and taking all things into consideration Richmond perhaps is the most logical place for the enterprise."

"Our idea is not to hold a small tobacco fair, but an exposition where tobacco in all its forms from the plant to the factory, its growth, sale and manufacture can be seen where types of the weed grown in all parts of the world will be on exhibit; where all kinds of tobacco machinery and everything that enters into the growth and manufacture of tobacco can be seen, and where the world can see what the South is doing in this great industry."

IN JOBBING CIRCLES.

Richmond Wholesalers Looking Large Orders for Shipments.

The spring fever is beginning to overtake the jobbers and wholesalers in a certain sense, but an unusually active spring business seems to keep them from enjoying a "spring fever."

The usual custom is for the jobbers, especially those who deal in shoes and dry goods and millinery and hats, to enjoy a kind of holiday at this season, but so far the holiday has not come. These jobbers have been kept busy all the spring shipping out-fitting in orders for spring and summer goods, and now before they are well through with that kind of work their traveling men are sending in big orders for fall and winter goods for the season that is on hand, and the order book is being packed for future shipment, and in the meantime they are getting in yet not a few of the orders of the filling-in kind.

The hardware people are doing a big business, which tells plainly that anything else could of the activity in building operations throughout the South.

The wholesale druggists report a quiet business for the week, as do also the grocers, and the fruit and vegetable merchants have had a very busy week, considering the advanced stage of the season.

However, there has been much cool weather and that makes the season a little backward. As long as expected to be kept up to their necks in good work.

The shipments of poultry and produce from Richmond to Northern markets were as large last week as they have been any week this year.

CARE OF FRUIT TREES.

Spraying Demonstration Held for Growers at Charlottesville.

[Special to The Times-Dispatch.] Charlottesville, Va., May 7.—A spraying demonstration, one of a series of meetings being held up and down the fruit belt of the State under the auspices of the Virginia State Horticultural Society, was held Thursday in the orchard of Prof. William B. Alwood at "Woodlands," on the Rio Road, not far from Charlottesville. That the fruit growers of Albemarle are deeply interested in raising high-grade fruit was evidenced by the large attendance, fully 100 being present.

Dr. A. W. Drinkard, a representative of the Virginia Agricultural Experiment Station, was in charge of the exhibition, and prepared the mixture and explained the various formulas. Later he proceeded to spray the trees. Prof. Alwood then followed with a discussion on the proper method of raising fruit. After lunch Walter Watson, secretary of the Virginia State Horticultural Society, explained the objects of the society, told of the difficulties it had encountered, how it had succeeded, and what it was doing to help the fruit industry of the State. He closed by stating that the membership of the society was at the present time 175—the highest mark in the history of the organization.

NEW RAILROADS BUILT IN SOUTH

(Continued From First Page.)

capital stock to develop 2,400 acres of coal and iron.

Hutchinson Coal Company, Fairmont,

A CALL TO ACTION

W. L. Park, General Superintendent Union Pacific Railroad, Says:

"The casualty report of any of our large railroads is akin to that of the commanding general of an army in the time of war, except that on the railroads there is no cessation—a steady grinding and crunching of human flesh and bones under the juggernaut of modern car wheels."

President Taft

In his inaugural address states his position when he said:

"I shall be glad whenever any additional safety device can be invented to reduce the loss of life and limb among railroad employees to urge Congress to require its adoption."

The Interstate Commerce Commission in February, 1907, gave its answer to it when the Commission recommended congressional legislation COMPELLING railroads to protect their tracks with some block signal system. In this connection the Commission took occasion to say that automatic train stopping devices would probably eventually supercede any other system of train control.

The State Railway Commissions, in annual convention at Washington in November, 1907, gave THEIR answer when they unanimously adopted resolutions recommending compulsory legislation for the protection of railroad tracks by some automatic system of signals.

David J. Lewis voiced the indignant answer of the private citizen when, on February 1, 1909, he said: "The American public will not stand for this condition much longer, and one of two things must happen. Either the companies will be obliged by statute to sufficiently MAN their railways to secure the safety obtaining in other countries, or the railways themselves must provide adequate automatic and mechanical means to accomplish the result."

The Miller System of Train Control

A genuine opportunity for highly profitable investment.

If You Will Read the Company's Printed Statement

(SEND FOR IT)

you will note that the Miller System enters the fight for its adoption TO-DAY under conditions precisely the same as those which, a few years back, won success for the air brake.

Millions upon millions of dollars have been earned and paid in the way of dividends to the original and subsequent shareholders in this great public utility, and it is doubtless true, as has been often printed, that since its adoption the air brake has paid a cash profit of over \$50,000 for an original investment of \$100, and that in addition to this cash profit the stock certificates which the same \$100 then purchased is to-day worth in the open market approximately \$200,000.

We Print Here a Brief Description of the System

The system is entirely automatic, and is controlled by electricity. Within each section or block of track the train protects itself from other trains moving either in the same or opposite direction by automatic displaying signals, and by setting the air brake on the opposite train. The electricity is furnished from either a central power plant or from batteries at different points. The operation of the signals and the air brakes is accomplished by a succession of electric switches placed along the line, and which are actuated by a moving train, so that when shifted out of their normal conditions the block of track in each direction is electrically bridged and various signals points and compact rails are put in connection with the electric energy. The contact rails, or plates, are to engage a hanger attached to the locomotive. The contact rails work in conjunction with the signals, so that if an engineer runs past a signal set at danger, his air brakes are automatically applied. The electric switches are held in their shifted position by positive latches until the adjacent switch is shifted in the same direction, when the latches are released. The switches can be shifted in opposite directions, and the system is adaptable to either single or double track railroads. Under the Miller system train control it is practically impossible for two trains to occupy the same block at the same time, whether said trains be moving in the same or opposite directions, without one or both of them being stopped, eliminating the danger of collisions entirely. The system is valuable at all times, in that it automatically controls trains entering blocks, making it possible to bunch trains very closely together with perfect safety by means

of short blocks. But it is when the dispatcher has given a "lap" order, or a wrong signal has been displayed—when an engineer misreads an order or runs by a signal unheeding—it is then this system resolves itself into a veritable agency of mercy and positively averts the otherwise inevitable destruction of human life and property.

It is the unexpected—the ten thousandth train—that this system is especially designed to protect. When a fatal error is made and the ill-fated train or trains have passed beyond the reach of human agency, then is the critical moment when the value of a safety appliance is put to the severest test. The Miller system works automatically, corrects human errors, and bridges over lapses of memory. This does not only pertain to collisions between trains, but the system is also a positive factor of safety at switch points, railroad crossings, open draw bridges, etc. So long as the element of danger exists at these points, just so long are trains blocked against the danger. This is accomplished by a succession of electric switches and contacts, placed at will wherever needed, or to suit particular conditions.

In all matters of this character the question of cost is one of the first to be raised; but with this invention even this obstacle is minimized, as the Miller system is not only the latest improved safety device, but it costs less to install and maintain than any other. No heavy, cumbersome batteries to be carried on the train, and only a small amount of current required to operate the system. However, no amount of money can pay for the desolation and ruin to the happiness of homes caused by the awful sacrifice of human life which results from collisions and open switch accidents.

IMPORTANT!

Representatives wanted in each Congressional District of Virginia, West Virginia, North Carolina and South Carolina.

ADDRESS: PUBLICITY AND SALES DEPARTMENT, Room 208 Commonwealth Bank Building, Richmond, Virginia.

The Miller Train Control Corporation

W. Va., was incorporated with \$1,000,000 capital stock to acquire various coal properties and mining plants.

West Virginia capitalists closed contracts at \$100,000 for 10,000 acres of coal land in Mingo county Ky., with a view of developing.

Greasy Fork Coal and Timber Company, Louisville, Ky., was incorporated with \$250,000 capital stock to purchase and develop coal and timber lands in several Kentucky counties.

Owens Manufacturing Company, Bessemer City, N. C., was reported as to expend \$15,000 for additional carding machinery, looms, electrical motors and other equipment.

P. H. Hanna Knitting Company, Win-

ston-Salem, N. C., engaged an engineer for plans, construction and equipment of proposed 10,000-spindle mill, to furnish yarns for its knitting plant; cost of yarn mill, about \$250,000.

Valley Reservoir and Canal Company, Chapin, Texas, awarded contract for construction of the first eight miles of canals for irrigating 100,000 acres of land in Hidalgo county.

Gillespie Lumber Company, Jacksonville, Fla., was organized with \$50,000 capital stock.

Oklahoma Gravel Company, Oklahoma City, was incorporated with \$50,000 capital stock.

D. A. Carter and associates, of At-

lanta, plan expending \$80,000 to build a cotton gin and cottonseed oil mill at Tifton, Ga.

Frederick City Abattoir Co., Frederick, Md., was organized with \$50,000 capital stock.

Ross Lumber Co., Ocala, Fla., was incorporated with \$50,000 capital stock.

Denver, Kingfisher and Gulf Railroad, main offices at Kansas City, plans constructing \$100,000 shops at Oklahoma City.

Prigden Manufacturing Co., Warren-

ton, N. C., was organized with \$50,000 capital stock to manufacture sash, doors, etc.

New Buildings Contracted For.

Among the buildings contracted for

were the following: \$18,000 hardware store at Palestine, Tex.; \$135,000 administration and dormitory building for country school at Roland Park, Md.; \$25,000 college building at Jacksonville, Fla.; \$18,000 school at Newport, Ark.; \$150-room fireproof hotel at Seabreeze, Fla.; \$13,000 auditorium at Rock Hill, S. C.; \$20,000 business building at Lockhart, Tex.; \$39,000 courthouse at Altus, Okla.; \$30,000 store and office at Birmingham, Ala.; \$50,000 business building at Tulsa, Okla.; \$50,000 dormitory and gymnasium at Blackwell, Okla.; \$16,000 school at Cleveland, Okla.; \$25,000 theatre at Lake Charles, La., and others.

TO BE COMPLETED BY SEPTEMBER 1

Work of Laying Rails on Southbound Road Is Now in Progress.

(Special to The Times-Dispatch.)

Wadesboro, May 7.—The work of laying the iron on the Winston-Salem Southbound Railway began this week, and will be pushed. It is expected that the work will be completed by September 1 and trains running through from the North. The importance of this new line is much greater than many people realize. In addition to connecting two great systems—the Norfolk and Western and the Atlantic Coast Line—this line will give this section a new trunk line, and will give a shorter road from the Northwest to the Southwest.

The Southbound is ready practically for the iron, and if there is any delay it will be the fault of the contractors, but they are pushing their part as rapidly as possible. Even now on the yards of the Roanoke Machine Works are two engines, "Winston-Salem Southbound Railroad," Nos. 100 and 101, and they will be ready shortly. They are of the plainest type of motive power, being built for use on the construction trains, but they mark the opening of the era of a new railroad life for Roanoke, for Winston-Salem, for Charleston, and for all the country between those points.

There are still several bridges to be built, but in most instances the masonry is about completed, and it will be a matter of only a short time to put up the steel structure after the construction forces get the rails laid, so the material can be carried to the place.

The company has ready also thirty flat cars, ten with each engine. There are already at Winston-Salem fifteen cars of eighty-five-pound rail, while there is a supply at Lexington, Albemarle and Wadesboro.

All of the work will be toward the South. From Winston-Salem a force will work toward Lexington; from Lexington another will work toward Norwood, and from Norwood still another still work toward Wadesboro, the Southern terminus of the Southbound, but really the junction of the new railroad with the Atlantic Coast Line and the Seaboard Air Line, through which freight and passenger traffic from the Great Lakes and Northwest, as well as the inexhaustible coal fields of Virginia and West Virginia, will find an outlet to the seaboard via Charleston, Savannah, Jacksonville and Tampa. From these points to Panama, South America, and the Pacific countries will go the output of the vast territory to the North, and through the same portals passengers will be afforded a short route to the South and foreign countries.

REAL ESTATE AND BUILDING NEWS

(Continued From First Page.)

\$25,000. This too, is going to be cut up into suburban lots and small acre-

Some Wholesale Merchants and Manufacturers

Who were suffering from high insurance rates, heavy cartage bills, labor and expense of handling, have been able to save from one-third to one-half of their expense just by knowing how.

Virginia Bonded Warehouse Corp., Richmond, Va.:

Please send me by mail or call and demonstrate saving you can make a firm in my line.

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Would you like to have us write or call on you? It may fit your case. It will save you a good many thousands if it does.

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